

THIRTY DOLLARS  
PER ANNUM.

## Mails.



## Intimations.

WHAT TO DRINK!  
AND THE TIME TO DRINK IT!

Before Breakfast.

CHAMPAGNE BITTERS  
AND  
CROWN SODA.

Before Dinner.

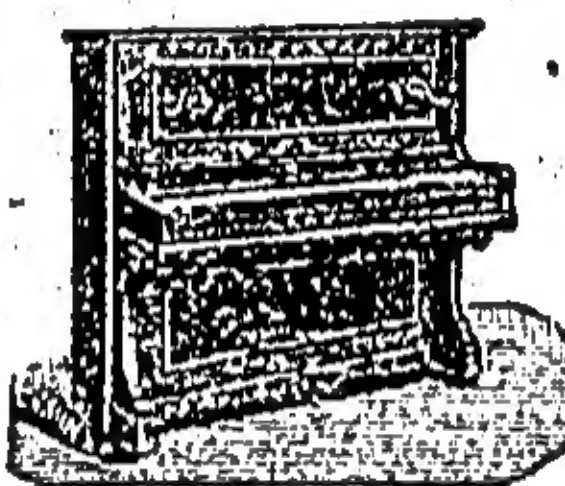
CHAMPAGNE BITTERS  
AND  
SHERRY.

Before Dinner.

THE SAME.

At other times and at all times  
Champagne Bitters and Whisky is  
good.Stick to this advice and you'll  
never know you have a liver.WATKINS,  
LIMITED.Chemists and Aerated Water  
Manufacturers.

Hongkong, 13th August, 1901. [714c]

THE  
ROBINSON  
PIANO CO., LIMITED.BEST VALUE IN  
PIANOS.  
MONTHLY PAYMENT  
SYSTEM.

Hongkong, 19th August, 1901. [571c]

COTTAM & Co.  
NOW offering, Special Sample Consignment  
of the Celebrated  
K BOOT,  
ENGLISH MAKE.  
Hongkong, 26th August, 1901. [671c]KELLY & WALSH, LD.  
NEW BOOKS.

ALL THE WORLD'S FIGHTING SHIPS,  
by F. T. Jane..... \$9.50  
THE FIGHTS WITH FRANCE FOR NORTH  
AMERICA, by A. C. Bradley..... 9.00  
BRASSY'S NAVAL ANNUAL, 1901..... 10.00  
BEAUTY'S AIDS: OR HOW TO BE BEAU-  
TIFUL..... 2.25  
ROYALTIES OF THE WORLD..... 6.75  
BOXING, by Capt. W. E. Johnstone..... 1.75  
WORK, by E. Zola..... 2.25  
THE LAST OF THE GREAT SCOUTS:  
THE LIFE STORY OF "BUFFALO"  
BILL, by H. C. Wetmore..... 2.50

A. CHEE &amp; Co.

17A, Queen's Road, Central.  
ESTABLISHED 1859.FURNITURE DEALERS:  
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;Silver Plated, Glass and China Wares, Iron Bedsteads and Mat-  
tresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen  
Utensils; Aspinall's Enamels, &c., &c.Our store is situated between the Principal Banking Institutions and  
Hotels in Hongkong.

Hongkong, 25th July, 1901. [777c]

WILLIAM POWELL, LIMITED.

MONDAY, SEPTEMBER 2ND.

SALE! SALE! SALE!

Ladies' and Children's Hosiery, Gloves, Hats, Cloaks, Mantles, Vests,  
Remnants, Toys, Dolls, Gentlemen's Hats,  
Half Hose and Gloves.R. G. HECKFORD,  
Manager.

OLD MATURED  
JOHN WALKER WHISKEY,  
FROM THE FAMOUS  
KILMARNOCK DISTILLERY.  
THE FAVOURITE WHISKY IN THE OLD COUNTRY.  
ASK FOR IT!

Hongkong, 22nd July, 1901. [776c]

To-day's  
Advertisements.

HONGKONG RIFLE ASSOCIATION.

THERE will be NO COMPETITION TO-  
MORROW (SATURDAY), the 31st  
instant, but the Range will be open for Practice.ALEX. MACKENZIE,  
Hon. Secretary.  
Hongkong, 30th August, 1901. [45]THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND LONDON.  
(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL and  
AMERICAN PORTS).

THE Steamship

Captain R. T. Cook, R.N.R., carrying His  
Majesty's Mails, will be despatched from this for  
DOMBAY, on SATURDAY, the 14th September,  
at Noon, taking Passengers and Cargo for the  
above Ports.Silk and Valuables, all Cargo for France,  
and Tea for London (under arrangement) will be  
transhipped at Colombo into a steamer  
proceeding direct to Marseilles and London;  
other Cargo for London, &c., will be conveyed  
via Bombay with Transhipment.Parcels will be received at this Office until 4  
p.m. the day before sailing. The Contents and  
Value of all Packages are required.Shippers are particularly requested to note  
the terms and conditions of the Company's  
Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE,  
Superintendent.

Hongkong, 29th August, 1901. [5]

OCCIDENTAL AND ORIENTAL STEAM-  
SHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"C. PTIC."

The above Steamer having arrived, Consignees  
of Cargo are hereby requested to send in their  
Bills of Lading for countersignature, and to  
take immediate delivery of their Goods from  
alongside.Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk  
and expense.GEORGE ECKLEY,  
Acting Agent.

Hongkong, 30th August, 1901. [3]

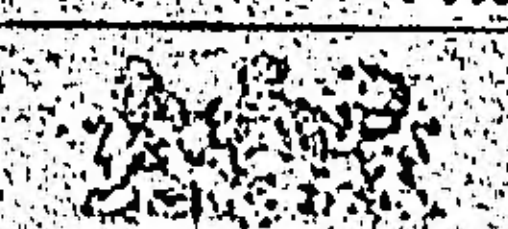
AN APPEAL.

THE SUPERIORESS OF THE ITALIAN  
CONVENT, CAINE ROAD, begs most  
respectfully to APPEAL to the Residents of  
Hongkong and the Coast Ports for their kind  
patronage and support, and desires to state that  
the will be pleased to receive orders for all kinds  
of NEEDLE WORK.Gentlemen's Shirts made to order, and Cuffs  
and Collars renewed on old ones.Ladies and Children's Under-clothing, Children's  
Dresses, and all kinds of Embroidery,  
Materials can be supplied, if required.The Superioress will also be most grateful  
for any PAPER, or old ENVELOPES to be made  
into Books for the Children of the Poor Schools,  
who are taught by the Sisters.

Hongkong, 22nd April, 1901.

SOLE AGENTS FOR THE  
VOST TYPEWRITER.Price for No. 4 or Ordinary  
Size Machine, \$225.

## Entertainment.



ESTABLISHED A.D. 1841.

A. S. WATSON & Co.,  
LIMITED.

WINE AND SPIRIT MERCHANTS.

WATSON'S CELEBRATED

E

BLEND.  
VERY OLD LIQUEUR  
SCOTCH  
WHISKY.Pronounced by Connoisseurs to  
be the BEST BRAND in the FAR  
EAST.

Per Dozen - \$15.00

The following Blends are also recom-  
mended, and are unsurpassed  
in quality.

A.—THORNE'S BLEND..... \$10.80

B.—GLENORCHY—MELLOW  
BLEND, a fine 'Soda'

WHISKY of great age... 10.80

C.—ABELLOUR-GLENLIVET... 12.00

D.—H.K.D., BLEND of the  
Finest Old Malt Scotch

WHISKIES..... 14.40

A. S. WATSON & CO. LIMITED,  
THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, FRIDAY, AUGUST 30, 1901.

NOTES AND COMMENTS.

The Alleged Discontent in the  
Police Force.It is not often that one sees so straight  
forward and direct an answer given to a  
question put at a Council meeting as that  
given yesterday by the Honourable F. H.  
MAY to the Honourable T. H. WHITEHEAD  
with regard to Police grievances. Mr. MAY  
says that his attention has not been (officially  
of course) drawn to the paragraphs and  
leaderettes in the local Press enumerated by  
Mr. WHITEHEAD, and that he has only had  
nine complaints in all referred to him. He  
also says that he refuses to recognise, or  
discuss any complaints which are not made  
to him through the proper official channels.In this Mr. MAY is perfectly right. The  
malcontents amongst the Police Force who  
have got their grievance ventilated in the  
local papers may perhaps feel aggrieved, but  
in reality they have nothing to complain of  
in Mr. MAY's answers. All that they have to  
do now is to formulate their complaints and  
present them, and, if the discontent is as  
widespread as we are told it is, there  
should be no difficulty in the men coming  
to an agreement amongst themselves as to  
what to redress they are to ask for. It  
now remains to be seen what action  
the men will take. They have a public  
statement from their Captain Superin-  
tendent pointing out in what manner any  
grievances are to be brought before him and  
it now rests with themselves to see that  
those grievances are brought forward. If the  
men really have cause for complaint, we  
think that we are safe in saying that Mr.  
MAY can be trusted to listen patiently to  
them and go thoroughly into the matter.  
But if they cannot agree amongst themselves  
as to what complaints are to be brought  
forward, then we think that Mr. MAY will be  
quite justified in ignoring the whole matter.  
The case now rests with the men themselves.

Prince Chun.

We rather fancy that the German press  
may be right in being somewhat sceptical as to  
Prince Chun's indisposition. From what  
we have seen and heard of the Prince we  
rather think that he would be averse to  
the great display which the German Emperor  
seems desirous of making on the occasion  
of his visit. Here, it must not be forgotten  
the Prince did not want any fuss to be made,  
because he thought that his mission was not  
one of rejoicing, and no doubt he is actuated  
by a similar desire now, and wishes to avoid  
publicity as much as possible. We do not  
suppose that his apology for the murder of  
Baron von KETTERER would be any less  
sincere if he were allowed to proceed quietly  
to Berlin without undue pomp, and we must  
say that if the German papers are right we  
think that it redounds to the credit of the  
Prince. It is a very unpleasant thing to  
have to apologise at any time, and still more  
so if the person to whom the apology is to  
be made insists upon your making as big a  
display in so doing as possible.

## The Boer Murders.

It is pleasant to see that the Boers who  
murder British wounded are to be dealt  
with in a fitting manner. The shooting of  
a few of these brutes will teach a wholesome  
lesson to the rest and will, we imagine, be  
approved by civilized nations. We hope  
also that the matter will be carried still  
further and that the shooting of native  
followers will be regarded as murder. The  
native, if he is in our employ, is entitled to  
just as much consideration as Tommy, and  
it will be just as well to show the Boers that  
we think so. And it is for these inhuman  
brutes that we are making refugee camps.  
What would they say, we wonder, if we  
turned the whole of their women and  
children adrift to shift for themselves? We  
should be justified in so doing, but, thank  
God, we still have a little sporting and  
gentlemanly instinct left and do not copy  
the outrages of the Boers. Yet Mr. KROGER,  
the arch humbug, tells us that Boer  
methods are not barbarous. What a very  
warped conscience the old reprobate must  
possess!

## The Honolulu Scandal.

The ill-treatment of Japanese lady pas-  
sengers at Honolulu, to which our Yokohama  
Correspondent refers, does not reflect any  
credit upon the health officers at that port.  
We cannot understand why Japanese, Chi-  
nese, or any other Asiatics should not be  
treated with just as much consideration as  
Europeans, nor do we see why any special  
treatment should be prescribed for cabin as-  
sistants distinguished from steerage passengers. Of  
course one could not grumble at a little less  
perfect accommodation being provided for  
steerage passengers. The mere fact of their  
being steerage passengers would make this  
just and right. It is not to this that we  
object. What we do say is that any  
woman, whatever her nationality, is entitled  
to a certain amount of consideration on  
account of her sex and must, at all costs, be  
protected from insult. We trust that the  
whole matter will be well thrashed out by the  
Japanese Authorities, and that if any insults  
have been imposed upon the Japanese  
women passengers, be they steerage or cabin,  
full reparation will be demanded. We use  
the word women and not ladies, because the  
terms are synonymous. As KIRLING truly  
says, "The Colonel's lady and JUDY  
O'GRADY are sisters—under their skins," and  
any woman must be protected from the least  
suspicion of insult in any country where the  
people profess to be and call themselves  
civilized.

## REUTER'S TELEGRAMS.

THE FRANCO-TURKISH  
DIFFICULTY.

LONDON, August 27th.

France has requested the Ottoman Am-  
bassador at Paris, now on leave, not to return.

## PRINCE CHUN'S INDISPOSITION.

The German press is sceptical of Prince  
Chun's objection, and believes it to be  
due to objections to the arrangements made  
for his reception at Berlin.

## LATER.

MR. BRODRICK, AND THE SHOOT-  
ING OF BRITISH WOUNDED  
IN SOUTH AFRICA.Mr. Brodrick replying to Lord Kitchener  
regarding the shooting of British wounded in  
South Africa, says he should proclaim that  
all captured Boers convicted of being pre-  
sent at such outrages should be held guilty,  
the leader of the Commando should be sen-  
tenced to death, and the others punished by  
death or otherwise, according to their degree  
of complicity in the affair.

## WEATHER REPORT.

The Observatory report says—  
On the 30th at 11.55 a.m. barometric changes  
are slight. Pressure remains high over N.E.  
China, and relatively low in the neighbourhood  
of Formosa. Gradients slight for N.E. winds  
on the China coast, and for S.W. winds over the  
middle part of the China Sea. Forecast—  
Moderate N.E. winds; fair.

## LOCAL AND GENERAL.

INWARD parcels by S.S. *Chuanan* are now ready  
for delivery.Mr. Alec. Marsh returned to Hongkong from  
Shanghai by the *Manilla* this morning.YESTERDAY afternoon, says the *China Gazette*,  
of the 26th inst., a naval funeral, largely  
attended by the officers and men of the various  
warships in port, took place, the deceased being  
Assistant Paymaster Brown of H.B.M.'s cruiser  
*Talbot*, who died the previous day after a very  
brief illness. His death was accelerated by a  
piece of foolishness in playing in the cricket  
match on Wednesday in the strong sun with  
only a cricket cap on his head. He was a very  
popular and capable young officer, and numerous  
friends on board and ashore deeply regret his  
untimely demise.THE Band of the Madras Light Infantry will  
play at the Hongkong Hotel to-morrow (Sat-  
urday) evening, from 8 p.m. to 9.30 p.m.PROGRAMME.  
1.—Overture..... Weber.  
2.—Selection..... Reminiscences of Ireland..... Godfrey.  
3.—Selection..... The Evening Star..... Sullivan.  
4.—Waltz..... The Traveller..... Strauss.  
5.—Selection..... Scotch Melody..... Cavallini.  
6.—Polka..... The Tropic..... Strauss.  
7.—Polka..... God save the King.....This will be the last performance of the  
Band of the 3rd Madras Light Infantry in the  
Hongkong Hotel, owing to their departure to  
India early next month.THERE have been numerous complaints of  
the state of the roads since the rains. The  
ruts are quite sufficient to jerk one out of a  
rickshaw, but we should hardly have believed  
there was one part so bad as to nearly bury our  
one and only pet again roller. Such however is  
the case. Our authorities dig some little time  
ago a lovely drain to tap the nullah crossing  
Queen's Road. They filled it in with mud  
interspersed with holes. They instructed the  
Chinese workmen to do it, and of course they  
did it as they liked. By and by the steam  
roller comes along in its well known jaunty  
style, and not satisfied with rolling the ground  
flat ready to do the pavement, and there it  
is now.We are sorry to hear the 3rd Madras Light  
Infantry are leaving early next month. Col.  
Faversham D.S.O. and his brother officers will  
be missed but to the good. Thousands of hearty  
farewells were given them as they passed away an hour or so  
listening to the cultivated rendering of some of our best  
music, and the thanks and good wishes of the  
entire community will follow them.

## LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative  
Council was held yesterday afternoon, at 3 p.m.  
There were present:—His Excellency the Gov-  
ernor Sir Henry Blake, G.C.M.G., Hon. Col.  
L. F. Brown, R.E. (Commanding the troops),  
Hon. J. H. Stewart-Lockhart, C.M.G. (Colonial  
Secretary), Hon. H. E. Pollock, K.C. (Acting  
Attorney General), Hon. Commander R. M.  
Rumsey, R.N. (Harbour Master), Hon. C. M.  
Messer (Acting Colonial Treasurer), Hon. W.  
Chatham (Acting Director of Public Works),  
Hon. F. H. May, C.M.G. (Captain Superin-  
tendent of Police), Hon. C. P. Chatter, C.M.G.,  
Hon. T. H. Whitehead, Hon. J. Thurburn,  
Hon. J. J. Bell-Irving, Hon. Dr. Ho Kai,  
Hon. Wei A. Yuk, Mr. C. Clementi (Acting  
Clerk of Councils).His Excellency remarked, before the be-  
ginning of the business, that some comments  
had reached his ears as to the seating of mem-  
bers of the Council but, as the members seemed  
fairly satisfied, matters would remain as they  
are.The Colonial Secretary laid on the table a  
Blue Book dealing with the New Territory.  
During the second year of British Adminis-  
tration also Financial minutes Nos. 43 to 56.  
They were referred to the Finance Committee.

The following papers were laid on the table.

Report of the Finance Committee held on the  
29th instant.Report of a Public Works Committee, in  
connection with a refuse destructor.Report of the standing Law Committee  
relating to Stamps and Stamp Duty.Report of the same Committee relating to  
the authorization for the construction of a  
Tramway in Hongkong.The additional Byelaws of the Sanitary  
Board laid on the table by the Hon. W. Chatham  
provoked some discussion. In introducing  
the subject the Hon. gentleman said: The  
object of the Byelaws was to enable the Sanitary  
Board to take what course they thought  
proper for the disinfection of premises at times  
when the plague was not epidemic. Not to  
wait till the bad season was on them before  
doing what they thought necessary.The Colonial Secretary wished to know  
before these Byelaws were passed, where the  
money was to come from to meet the increased  
expenditure.Hon. C. P. Chatham. The expense would be  
met from the fund the Sanitary Board were  
already drawing upon.His Excellency pointed out the necessity  
for providing for damages incurred in the  
process of disinfecting. He cited the case of  
a few days ago where, from no fault of the  
Sanitary Board officials, the wrong house was  
disinfected, with the result that the Govern-  
ment paid a claim of \$50.Mr. Pollock seemed to miss the point of the  
discussion, as to where the money was coming  
from, but spoke as to the legality of the claims.His Excellency stuck to his line of argument  
viz. that damage done in the exercise of precau-  
tionary measures that were undertaken for the  
good of the Colony, should be paid for by the  
Government.Mr. Pollock replied that any damage done in  
accordance with law would not be recoverable.It was interesting at this stage to note the  
difference between His Excellency's humani-  
tarian point of view and the strictly legal reason-  
ing of the Acting Attorney General.Mr. Ho Kai spoke strongly in favour of com-  
pensation for damage. It was the intention of  
the Sanitary Board to disinfect whole districts  
and necessarily must cause loss to the inhabi-  
tants. The work was to be done for the good  
of the whole community and one's house, that  
had never had a case of plague in it, must suf-  
fer with the rest. He thought it better to ad-  
just the subject to the next meeting.Mr. Whitehead seconded this view. If  
disinfection could not be carried out without  
damage being done, then that damage should  
be paid for.Mr. May spoke well and pointed out clearly  
the crux of the whole position. The Sanitary  
Board had power now to disinfect houses  
whether there had been a plague case reported  
or not; what was asked for was the power to  
enable the Board to disinfect when plague was  
not epidemic. They did not want to wait till  
the dread disease was fairly on the march, but  
off reason to thoroughly cleanse the bad  
districts thereby hoping to lessen or stop the  
next visitation.The matter was decided to be left over until  
next meeting, also the Sanitary Byelaws.The Hon. T. H. Whitehead gave notice that  
at next meeting of Council he would ask—Will  
the Honourable the Colonial Secretary inform  
the Council of the approximate number of  
fishermen employed in taking coral and shell  
from the sea adjoining the New Territory, and  
the names of the places where and about the  
extent of ground over which such fishing is  
carried on?QUESTIONS.—1. CLAIMS TO LAND IN THE  
NEW TERRITORY.Mr. Whitehead—Will the Honourable the  
Colonial Secretary lay upon the Council table  
a return showing (1) the number of claims to  
Land in the New Territory sent in up to  
30th June, 1901; and (2) the number of claims  
which had been finally disposed of by the  
Land Court up to that date? Also will the  
Honourable Member inform the Council what  
progress has been made with the Survey of the  
New Territory?Colonial Secretary.—In reply to the question  
of the hon. member, I beg to lay on the table  
a report on the progress made with the survey in  
the New Territory.

The report was as follows—

Number of claims received and settled by the  
Land Court from 1st June, 1900, to 16th July,  
1901:—Total claims received, 37,922; finally  
settled, 23,457.During season 1899-1900 an area of 35,257.77  
acres, containing 226,588 fields, was surveyed  
on the 16 inch scale. This area included—All the cultivation lying to the south of the  
Kowloon Hills, the whole of the Unlong Dis-  
trict, sub-Districts San Tin, Sheung Shui, Han  
Yuek, Fan Ling and Lung Yek-tan of District  
Sheung U, and the District of Luk Yek.During season 1900-1901, a total area of 9,204  
acres, containing 139,857 fields, was surveyed;  
50 acres being on the 16 inch scale, and the  
remainder 8,474 acres on the 32 inch scale.This area includes the following sub-Districts  
of the Sheung U District, namely:—Hap Wo,  
Lam Tsun, Tsan Hang and Shun Wan; and  
the following sub-Districts of Shataukok Dis-  
trict, namely:—Lai Mahang, Ho To, Woonang,  
Luk Yek, Luk Yek and Woonang, Ho To, Luk Yek  
and Nam Yek; also the Island of Cheung  
Chau, Peng Chau and Mui Wan, and portions  
of Lantau at Tung Chung and Mui Wo.Demarcation.—The area surveyed during  
season 1900-1901, namely, 9,204 acres, has also  
been demarcated and 3,732 acres south of  
the Kowloon Hills.During the recent season of 1900 a survey on  
the 64 inch scale was made of Kowloon City  
for the Land Court.I should say that, at the very outside, about  
25,000 acres remain to be done.Total area surveyed and demarcated up to  
date (from November, 1899, to July, 1901):—

Area surveyed on the 16 inch scale	Area surveyed on the 32 inch scale	Total area surveyed up to date	Number of fields surveyed	Area demarcated up to date
35,257.77	8,474.00	44,281.77	366,445	11,573.32

EXPENDITURE ON THE NEW TERRITORY.

Mr. Whitehead—Will the Honourable the  
Colonial Treasurer lay upon the Council table  
a statement showing the total expenditure  
incurred in connection with the New Territory  
from the date of the Lease thereof, viz. 26th  
June, 1898, to 30th June, 1901; and the total  
revenue collected from the said New Territory  
during the same period, the principal items  
under both heads to be shown separately?In reply to the question, the Acting Colonial  
Treasurer laid on the table a statement show-  
ing the revenue and expenditure in the New  
Territory from June, 1898, to 30th June, 1901.  
The total revenue was \$41,014.33, and the total  
expenditure \$736,571.34.3. THE ALLEGED DISCONTENT IN THE  
POLICE FORCE.Mr. Whitehead—Has the attention of the  
Honourable the Captain Superintendent of  
Police been directed to paragraphs and  
leaderettes which appeared in the *China Mail*,  
23rd, 25th and 26th instant, in the *Tai Yeh*,  
27th, and in the *Daily Press* of 24th and 27th  
idem? In respect of discontent among the  
European members of the Police Force and  
the Gael Staff, and will the Honourable Mem-  
ber inform the Council as to the correctness or  
otherwise of the allegations and statements  
therein made?Mr. May in reply said No, to the first  
half of the question—and for the second he  
declined to take notice of outside complaints.  
Only those laid before him through the proper  
channels and in the proper manner, (and they  
were very trivial) would be taken any cognis-  
ance of.Mr. Whitehead—Will the Honourable the  
Director of Public Works lay upon the Council  
table a statement showing—(1) The number of buildings in the  
Colony which have fallen down, from  
1st January, 1895, to 16th instant.(2) The names of the owners of the said  
buildings.(3) The number of deaths caused  
thereby.(4) The number of Coroners' enquiries  
held in connection with such deaths.(5) The number of prosecutions, if any,  
instituted as the result of the said  
enquiries, and(6) The causes, so far as ascertained,  
which have contributed to the tum-  
bling down in each case, and, if the  
collapse of any or all of the buildings  
in question have resulted from defective  
construction, will the Honourable  
Member inform the Council?(1) What precautions, if any, have been  
taken to prevent the erection of such  
buildings in the future?(2) What precautions, if any, have been  
taken to prevent a recurrence of a like  
calamity attended with such heavy  
loss of life as that which occurred in  
Cochrane Street on 14th instant, in  
connection with buildings already in  
existence?Mr. Chatham—Time has not permitted the  
preparation of the statement asked for by the  
Hon. Member, but as soon as it is ready it will  
be laid on the table, and all information given  
available on the subject.

5. VENICE CONVENTION AND HONGKONG.

Mr. Whitehead—Will the Honourable the  
Attorney General inform the Council whether  
the "Venice Plague Convention of 1897"  
applies to the Colony of Hongkong?The Acting Attorney General.—The Con-  
vention does not apply to the Colony of Hongkong.6. SHOULD SICK CHINESE LEAVE THE  
COLONY?

Mr. Whitehead—If the "Venice Plague Con-



The Colonial Secretary seconded, and the motion was carried.

**PROBATES ORDINANCE.**  
The Acting Attorney-General moved the first reading of a Bill entitled an Ordinance to amend the Probates Ordinance, 1897 (No. 3 of 1897).

The Colonial Secretary seconded, and the motion was carried.

**MERCHANT SHIPPING CONSOLIDATION ORDINANCE.**

The Acting Attorney-General moved the first reading of a Bill entitled an Ordinance to amend the Merchant Shipping Consolidation Ordinance, 1899 (Ordinance 36 of 1899).

The Colonial Secretary seconded, and the motion was carried.

**THE MANUFACTURE OF GUNPOWDER.**

The Acting Attorney-General moved the first reading of a Bill entitled an Ordinance to amend the law relating to the manufacture of gunpowder and of fireworks, and to regulate the sale and conveyance of gunpowder.

The Colonial Secretary seconded, and the motion was carried.

**NATURALISATION.**

The Acting Attorney-General moved the second reading of the Bill entitled an Ordinance for the naturalisation of Siu Yun-fai, alias Siu Yun-hang, alias Siu Kwok-yung, alias Siu Ku-ming, alias Siu Yin-ping.

The Colonial Secretary seconded, and the motion was carried.

The Council thereafter went into committee on the Bill, and on resuming, there being no amendments, the Bill was read a third time.

**TO VALIDATE CROWN LEASES.**

The Acting Attorney-General moved the second reading of the Bill entitled an Ordinance to validate Crown leases heretofore made of fore-shore and submerged lands within the territorial waters of the Colony for reclamation and other purposes and to legalize and facilitate the making of such leases hereafter.

The objects and reasons of the Bill are as follows:—

1. A very large number of Crown leases, including the demised land portions of the fore-shore and sea-bed, have from time to time, been granted in this Colony, most frequently for purposes of reclamation and with a view to meet the requirements of commerce and to facilitate the landing of the large traffic of Hongkong.

2. Owing to the extremely limited quantity of level ground with a deep water frontage provided by nature in this Colony, extensive reclamations have been absolutely necessary not only for sanitary reasons connected with overcrowding, but also to enable the trade of the port to be carried on.

3. This necessity has been universally recognised, and although in theory the granting of leases of portions of the fore-shore and of the sea-bed therein adjacent may to some extent interfere with rights of fishing and navigation, and with rights or alleged rights of access to the sea, it has, nevertheless, been felt that the public and the Colony as a whole have been gainers by the reclamations rather than losers.

4. The most extensive reclamations hitherto carried out, as for instance the Praya Reclamation now nearing completion, have been undertaken under statutory authority.

In the vast majority of the cases in which such authority has not been obtained, the interference with rights has been so insignificant, as to occasion little or no inconvenience and to call for no complaint.

5. It is, however, desirable to obtain statutory validity for such past Crown leases as have, to any extent, interfered with public or private rights, and also to obtain statutory authority for the granting in the future of Crown leases of portions of the fore-shore or bed of the sea in cases where the Governor in Council considers such leases expedient.

6. The provision in section 2 is inserted to prevent any interference *ex post facto* with a judgment of the Supreme Court regarding Lantao Marine Lot No. 2, in which case the Court held that Crown lease could not operate so as to deprive certain fishermen of their prescriptive right to take coral and shells from the sea.

7. The further provision in section 3 is to make it clear that it is not intended to interfere with the rights or alleged rights of holders of Marine Lots, with regard to sea-access in front of their respective lots.

8. When the agreement for granting a lease requires the laying out of certain sums in building, &c., within a certain time, the actual granting of the lease is usually held over till the conditions have been fulfilled. This is why it has been deemed necessary to insert the words "and all agreements for the granting of such leases." These also should be validated.

Mr. Pollock spoke at some length on the Bill, after some discussion between Mr. Whitehead, Dr. Ho Kai, and a second time.

The Hon. C. P. Chater, moved the second reading of a Bill entitled an Ordinance to amend the scope of the Tramways Ordinance, 1883 (No. 6 of 1883), and Tramways Ordinance Amendment Ordinance, 1885 (No. 18 of 1885). He said:—I think I could not do better than place before you Excellency and the hon. members of this Council the reasons of this Bill, which are as follows: The surviving promoters under Ordinance 6 of 1883 having parted, for valuable consideration, with their rights, if any, under that Ordinance so far as Tramways 1 to 5 are concerned, and the Company being now desirous of starting a Tramway in this Colony which would conflict with lines of route of the said Tramways Nos. 1 to 5, it seems desirable, in order to lay the grounds for the operations of such company, that the provisions of Ordinance 6 of 1883, so far as they relate to the said Tramways Nos. 1 to 5, should be repealed, and this Bill so enacts accordingly.

Mr. Bell-Irving seconded, and the motion was carried.

The Council thereafter went into committee on the Bill, which passed the second reading.

**STAMPS AND STAMP DUTY.**

The Committee on the Bill entitled an Ordinance to amend and consolidate the laws relating to stamps and stamp duty in the Colony of Hongkong, the Acting Attorney-General said the alterations made by the Standing Law Committee on the Bill were very few. The amendments, which numbered three, were agreed to.

**THE CONSTRUCTION OF A TRAMWAY.**

The Hon. C. P. Chater moved that the Council go into Committee on the Bill entitled an Ordinance for authorising the construction of a tramway within the Colony of Hongkong.

Mr. Bell-Irving seconded.

The Acting Attorney-General moved the third reading of the Bill entitled an Ordinance to authorize the appropriation of supplementary sum of five hundred and fifty thousand nine hundred and ninety-one dollars and seventy-eight cents, to defray the charges of the year 1900.

The Colonial Secretary seconded, and the Bill was read a third time.

This concluded the business.

**MEETING OF THE FINANCE COMMITTEE.**

The following recommendations of His Excellency were agreed to:—

The Governor recommends the Council to vote a sum of eleven thousand nine hundred

and sixty-seven dollars (11,967) to meet the cost of the erection of certain match-sheds, &c., to be used as Public Baths.

**ABSTRACT.**

Match-sheds, including tube, &c., &c. \$ 5,385.00  
Firewood, wages of attendants, &c. 1,390.00  
Up to 31st May 1,390.00  
Subsequent expenditure up to 31st August, namely 92 days, and 376 per day 6,992.00

Total \$11,967.00

The Governor recommends the Council to vote a sum of six hundred dollars (\$600) in aid of the vote "repairs to Government House furniture and incidental expenses."

The Governor recommends the Council to vote a sum of twenty-one thousand dollars (\$21,000) in aid of the following votes:—

Public Works Annually Recurrent Expenditure.

1. Maintenance of Telegraphs \$ 5,000.00

2. do. Praya Walls and Pier 2,000.00

3. do. Waterworks, Kowloon 5,000.00

4. do. Macadamized Roads in Victoria 5,000.00

5. do. Concrete Roads in Victoria 2,000.00

6. Water Account 3,000.00

Total \$21,000.00

The Governor recommends the Council to vote a sum of two thousand seven hundred and fifty dollars (\$2,750) in aid of the following votes in the Post Office:—

Incidental Expenses at the Agencies \$1,500.00

Commission on Money Orders 1,250.00

Total \$2,750.00

The Governor recommends the Council to vote a sum of Twelve thousand Dollars (\$12,000) to meet the cost to be incurred on account of the erection of two Temporary Markets, one opposite the Sailors' Home and one adjoining the new Harbour Office, during the current year.

The Governor recommends the Council to vote a sum of Three thousand Dollars (\$3,000) to meet the cost to be incurred on account of the extension of Vanchai Market, during the current year.

The Governor recommends the Council to vote a sum of Six hundred Dollars (\$600) in aid of the vote of \$1,000 for the erection of a Home for Quarantined Dogs under the heading "Public Works Extraordinary."

The Governor recommends the Council to vote a sum of Thirty-six thousand one hundred and seventy-seven Dollars and seven Cents (\$36,177.07) in aid of the following votes:—

Public Works Extraordinary.

(1.) Yau-mai Nullah \$ 350.00

(2.) Gao Extension 927.07

(3.) Tai-po Road 35,000.00

Total \$35,177.07

The Governor recommends the Council to vote a sum of One hundred Dollars (\$100) in aid of the vote of \$700 for "Furniture and Incidental Expenses" Registrar General's Department.

**INQUIRY INTO THE COCHRANE STREET COLLAPSE.**

Before Mr. Hazeland this morning the inquiry into the recent Cochrane Street disaster was held.

The first witness was a married woman named Li Moui, she said, I lived on the third floor of No. 32. It was a four storey house, different families living on each floor. On the night of the 14th of August, at 11 p.m., this house suddenly collapsed. My husband and I were in the bed-room. My mother and 2 daughters were killed. My husband was employed in the Ordinance Stores as a cooler, he also was killed.

Inspector Cuthbert, sworn, said, I have a list of those killed. I have been making enquiries. There were 43 dead bodies recovered. My list comprises 41 known. The other two were supposed to be visitors, but I have not been able to ascertain their names. There was a third man whose name cannot be found out. One was the husband of one of the women living on the third floor.

Sergeant G. Watt, sworn, said, I was on duty on the night of the 14th; at about 11 p.m. I heard a noise of something falling. I ran up the street and found that Nos. 32, 34, Cochrane Street had fallen, and also the verandahs of Nos. 30, 32, 34, and 36. I went into No. 30 and got the people out, while I was there fire broke out in No. 32. In a minute or two the fire brigade arrived.

Ho Heung Che, declared, on the night of the 14th I went to my family house, No. 32 Cochrane Street, and was asleep at the time of the collapse, on the second floor. In the same building there was a friend of mine, his name was Ho Siu, a printer. I was asleep and was awakened by a crash and suddenly the house collapsed.

Mr. P. T. Crisp, Inspector of Buildings, sworn, said, I was called to the scene of the collapse about 9 a.m. on the following morning, the 15th, and found Nos. 32 and 34 Cochrane Street had fallen down. I inspected the ruins and found all the floor joists were in a sound condition. The brick work, added about a year ago, to the top floor seemed to be sound work and well bonded to the next houses. In my opinion the cause of the collapse was the party wall between the two buildings was faulty.

Mr. Crisp showed a rough sketch illustrating the faulty construction of the party wall, continuing he said, I inspected the remains of the wall and found the center was hollow. I surmise, in fact, have no doubt the whole wall was hollow. I am of opinion this wall was built in '81. The heavy rains soaking into the roof, composed of two layers of Shanghai tiles, caused the party wall to give way owing to the increased weight. The party wall split, owing to being hollow.

Mr. Tooker attended with plans.

Dr. Bell attended with a list of bodies admitted to the mortuary and explained that Dr. Atkinson could not attend till the afternoon. Dr. Bell said, the list produced was a record of bodies received from the collapsed buildings. Nos. 32 and 34 Cochrane Street. In the case it was impossible to tell the sex or the age of the remains.

Mr. H. P. Tooker, Acting Assistant Director of Public Works, said, The two houses No. 32 and 34 Cochrane Street, standing on Island Lot No. 1 section E, were built as far as we can ascertain about the year '78, we have no exact record in the office of the plans for building, to either alteration or addition, there, until the latter end of 1900 when plans were submitted under the Building Ordinance, and notices given on the prescribed form. One is dated 3rd November 1900 in respect of No. 32 Cochrane Street. Notice dated 3rd November, 1900, declares that there was a friend followed, to making additions and rebuilding, cross wall and verandah. The notice dated the 2nd of December describes the work, additions, and rebuilding cross wall, &c., &c. Both notices were signed by Chai (Sun Chong) as owner. The addition mentioned consisted principally of another storey. They were three storey houses originally and the additional storey would make them four storey. These plans were scrutinized by myself and found to be in accordance with the Building Ordinance and were forwarded to the Medical Officer of Health and were returned by him with the note that they were in accordance with the Public Health Ordinance. The Principal Ordinance No. 15 of 1894 has a most important bearing on the case as it provides for the height of houses in relation to the width of the street. These houses complied with this ordinance. I visited the collapse on the morning of the 15th. I found No. 32 and 34 had fallen out. The site of No. 32 and 34 and the street in front were covered with debris and the verandahs of No. 31, on the opposite side of the street, composed of iron, were considerably damaged and a quantity of debris was lying on them. I made a careful examination of the remaining walls and of the debris. I found the remains of the party wall between Nos. 32 and 34 was badly constructed, although the bricks with which the wall was composed were good. What I mean by badly constructed is that the bricks were badly bonded and the interior of the wall was composed of small pieces of brick. The centre of the wall was hollow and filled up with small pieces of brick. This could only be perceived by an inspection of the interior of the wall. The party walls between Nos. 30 and 32 and 34 and 36 were standing at the time of my inspection and exposed to view and it could be perceived that these walls were of the same construction as the party wall between Nos. 32 and 34. After careful examination I came to the conclusion that it would be impossible for anybody to say definitely what part of the building first collapsed, and this must remain a mystery for ever. The rain we had before the accident happened would cause considerable expansion and contraction of material and acting on the wall would considerably tend to bring about the collapse. All the timbers in the floors that I examined were good. The top floor appeared to be supported on hard wood joists. I believe from the way in which the floors were lying that the party wall between 32 and 34 was the first part of the building to collapse. The failure of this wall would cause the floors to come down and the shock would be quite sufficient to throw the front wall out. I take it the cause of the accident generally was bad brick work in the old wall, not only the party wall but the whole of the old brick work. The old Building Ordinance of 1836 placed no restrictions on the use of blue bricks but it required that all walls should be solidly built.

Mr. E. M. Hazeland sworn, said, I am an architect. Some time in November or December 1900, I was engaged by Mr. Chung Tsan Chung to prepare plans for an additional floor and verandah to Nos. 32 & 34 Cochrane Street. I sent one of my assistants to measure up the premises. He reported the walls sound and plumb, and that putting up an additional storey would comply with the Building Ordinance and Public Health Ordinance. Plans were prepared and submitted to the Public Works Department for approval. I gave a plan to the owner. I had nothing to do with carrying out the alteration and addition to these premises. I was not engaged to superintend the work.

To Mr. Tooker:—I was formerly Assistant Engineer in the Public Works Department. My principal duty was to carry out the provisions of the Building Ordinance. If I had had the least suspicion that the walls were unsound I should not have sent the plans to the Public Works Department for approval.

Mr. Tooker, I simply want to make clear that Mr. Hazeland would have pointed out the badness of the walls if he had known of it and recommended his client to rebuild.

Mr. Tooker, recalled said, I wish to point out that all the plans for the collapse of the European were not engaged to supervise the work. The plans were prepared by them but in each case the European was not empowered to supervise the construction. I believe in this case of Cochrane Street the work had been supervised by a European architect, as soon as the roofs were pulled off the bad state of the walls would have been seen and doubtless the necessity of rebuilding them would have been pointed out. Your Worship will see that by Ord. 76 subsection 3 of 1901.

The Inspector of Buildings or the officer deputized by him has only power to inspect when he has reasonable grounds to enter any house building or tenement to believe that within any house building or tenement there are works being executed or carried out in contravention of this ordinance.

His Worship:—This can easily be rectified by a different wording of the ordinance.

Mr. Tooker:—It is mentioned that as little damage as possible must be done.

Mr. Tooker continuing:—I would call attention to section No. 72. The Director of Public Works under this section must grant approval of plans submitted unless he has knowledge that the whole of the building is not in accordance with the ordinance. Wanting that, the plans must be approved.

Dr. J. Mc Atkinson, sworn, said:—I am Principal Civil Medical Officer. I produce a list of the bodies received at the Mortuary on the 14th and 15th August. They were twenty in number. The list shows the cause of death and the approximate age.

Mr. Hazeland, found that the death of the forty-three persons was due to the collapse of the buildings Nos. 32 and 34 Cochrane Street.

## QUEEN VICTORIA MEMORIAL FUND.

### SUBSCRIPTION LIST.

Amount already subscribed	\$17,785
Imperial Maritime Customs	5,000
Benjamin, Kelly and Potts	500
S. J. David & Co.	250
Union Assurance Society of Canton	250
China Traders Insurance Co., Ltd.	250
Govt. Medical Dept. per Dr. J. J. M. Atkinson	184.20
T. H. Whitehead	100
John Thurman	100
A. S. Hancock	100
A. J. Saunders	100
H. A. Ritchie	100
Hongkong Hotel Co.	100
Turner & Co.	100
L. H. Price & Co.	50
W. T. Johnson	50
E. H. Percival	50
R. B. Moorhead	50
J. C. Peter	50
H. Cox	50
E. Osborne	50
Brewer & Co.	50
A. Chee & Co.	50
G. C. Anderson	50
A. Sharp	50
A. E. Maljre	50
H. E. Baker	50
Abdoolah Ebrahim & Co.	200
M. A. Esaboy	150
Talbot & Co.	150
Francis Hornum & Co.	100
B. F. Talati & Co.	100
Cawasjee Pallanjee & Co.	150
N. Mody & Co.	150
Siemens & Co.	250
Melchers & Co.	250
Arnold Karberg & Co.	250
Carlotta & Co.	250
Meyer & Co.	250
F. Blackhead & Co.	100
J. G. Gaupp & Co.	100
Reuter, Brockmann & Co.	100
East Asiatic Trading Co.	100
Jensen & Co.	100
Wendt & Co.	50
Kruse & Co.	50
Wm. Meyerich & Co.	50
Sander Wieler & Co.	50
Cherd, Borneman	50
Finch Export, Import & Bank Co.	100
Lamke & Rogge	50

Further subscriptions will be gladly received by the undersigned, addressed to the Hongkong and Shanghai Bank.

C. P. CHATER & T. JACKSON, Hon. Treasurers.

## OUR LONDON LETTER.

### THE GOVERNMENT AND THE "DAILY MAIL."

LONDON, 2nd August, 1901.

Many and great have been the errors of the present Government, as even their most ardent supporters, if any exist, are fain to confess, but the latest effort in blundering forms a climax which has provoked in the Press of all political persuasions, a unanimity which, it is to be feared, the most brilliant statesmanship could never arouse. The circumstances attending the War Office boycott of the *Daily Mail*, of which you have received an outline by cable, must be fully set forth, before it is possible to realize the importance of the principle at stake.

Two months ago, to be exact on May 29, an official announcement of the battle of Vloklontein was published, without any details except such as were furnished by the casualty lists of 174 killed and wounded. On June 5th, telegrams appeared from the correspondents of the *Morning Post* and *Daily Mail*, stating that an officer and sergeant-major, R. A., had been shot for refusing to disclose the working of their guns, when these were temporarily in the hands of the Boers. Two days later Mr. Brodrick, announced in the House of Commons that the report was declared by Lord Kitchener to be "without foundation." Four days afterwards, however, the Commander-in-Chief telegraphed again, to inform the Secretary of State that he had received a statement from Lieut. Hearn, I. V., to the effect that British wounded had been shot by the Boers at Vloklontein. This telegram Mr. Brodrick suppressed. On July 6th, the *Daily Mail* published the letters of seven soldiers, together with the full account of its special correspondent, all stating that some of our wounded were, after that battle, murdered in cold blood. That same evening in the House of Commons, Lord Stanley threatened that "if the statement, deliberately made in a letter, can be proved against the Commander-in-Chief, he will be most severely punished, and this notwithstanding that for nearly a month the War Office had been in possession of the facts which Lord Stanley thus discredited. Next day, further evidence arrived. Lord Kitchener telegraphed that seven men had testified to the murders, and that their statements were on the way home by mail.

On July 15th, the *Daily Mail* published the summer plan of campaign, subsequently declared by Mr. Brodrick to be an official secret, and next day, the *Daily Mail* gave the same particulars.

On July 21st, Mr. Brodrick cut off the issue of casualty lists and official telegrams to the *Daily Mail*, and the correspondents of that paper, at the front, were rigorously guarded. A cable letter to the War Secretary further ordered the news agencies to discontinue the issue of news to the *Daily Mail* on pain of being themselves boycotted.

Questioned on the subject in Parliament, Mr. Brodrick freely admitted the management of the *Daily Mail* the habit of obtaining information from officials in the employ of the Government by means of corrupt inducements. This allegation the *Daily Mail* emphatically denies, adding that if Mr. Brodrick will repeat his observations in some non-privileged place, the proprietor will proceed against him for libel.

The penalty imposed by the Secretary of War as of course futile, and calculated to cover him in the ridiculous case even if the agencies were to obey his imperious orders, all other newspapers in London will "obey."

The proper course is obviously, as the Press of the whole country is at pains to point out, to ascertain where the leakage occurs, and to punish the offenders who are amenable; in any case, to discipline. Further, if any evidence of bribery exists against the *Daily Mail*, it is the duty of the Government to prosecute that paper, under the Official Secrets Act, which provides adequate penalties for such malfeasance. As matters stand, Mr. Brodrick appears to be self-condemned. He passes over without comment the circumstances that the *Daily Mail* published one piece of official information before the War Secretary, while the other disclosure, of a "previous" nature, occurred some months ago, and should, surely, have been dealt with at the time. But even if Mr. Brodrick's worst suspicions of the patriotism and honour of the *Daily Mail* were true, it is the betrayal of the Government secrets which are the real criminals, and them Mr. Brodrick is unable to discover. The two subjects revealed were both officially published within a day or two, so it cannot be urged that injury was done to the nation, but of course

any leakage of confidential matter must be brought home to the offender. If possible, severely punished in the interests of discipline. The explanation of Mr. Brodrick's conduct, which finds practically universal acceptance, not only among journalists, but wherever the subject is discussed, is that the War Secretary, piqued at the criticism to which the *Mail* has subjected his administration, and specially disconcerted at the revelation of the Vloklontein horrors, which he was desirous of suppressing in the interests of conciliation, has taken this means to vent his displeasure. The good or ill fortune of the *Daily Mail* is relatively a trifling matter. It can be trusted to defend itself, but as a principle, the right of the Press to accept of a country where freedom of the Press is accepted as a principle, has ought to muzzle a journal in which it has a control.

Leaving on one side this departmental blundering, it is impossible to overlook the discredit which has fallen upon a Government returned to short a time ago with a clear mandate from the country. The extraordinary apathy and vacillation displayed on every subject from the policy in the Transvaal to the Education question at home, has alienated all its friends. There is little doubt that if a ministry could be formed to include both Lord Rosebery and Mr. Chamberlain, with one or other as Premier, it would have the support of the bulk of the Conservative, and the flower of the Liberal party. But for the moment, such an alliance seems remote, and without the present Colonial Secretary, Lord Rosebery could not command a working majority for the writer of a fine article entitled "The cry for Men," in the August *Fortnightly* remarks, "Lord Rosebery's letter and speech have increased the country's admiration for his opinions, but diminished its confidence in his intentions."

**THE GRANT TO LORD ROBERTS.**  
The grant of £100,000 to Lord Roberts was debated last night in the Commons, and the decision was selected by the Irish party as a suitable one for the vilification of the brave man, and gallant soldier who has devoted all his years to the service of the country. For nearly five hours the flow of malevolent mendacity rolled on unchecked, then the closure was moved, and the sum voted by a large majority. It would, however, be idle to deny that strong objections exist, among even ardent Imperialists, both to the amount of the grant and to the time selected for asking it. When the rejoicings of re-established peace are on the nation, and the nightmare of starvation removed from the lives of our loyal suffering colonists in South Africa, a more favourable moment would be offered for reducing the empire's gratitude to hard cash. But "Bobs" is personally too popular for those opinions to find much open expression, and public sentiment is thoroughly revolted by the disgraceful language used by the Irish members in reference to their illustrious fellow-countryman.

## LORD KITCHENER AND S. P.

The rumour gains ground that Lord Kitchener will retire from the command in South Africa before the end of this year, in order that he may proceed to India, but no official confirmation is forthcoming. It is tolerably well established that the reports of disagreement between him and General Baden-Powell, have a foundation in fact, and the permanent work of the latter with the Constabulary will be considerably simplified by the appointment of a Chief more in sympathy with the Police and their Commander. It is an open secret that Lord Kitchener accepted Major Gen. Baden-Powell's resignation, tendered in consequence of a difference of opinion arising as to the ultimate control of the Constabulary, and that Lord Roberts telegraphed to S. Africa, that B-P was to be retained in his command, and granted sick leave to England.

The General looked very far from well when he landed last Friday evening, and though he himself made light of his ill health, the doctors have since found it necessary to cut off all correspondence, except that to his immediate family circle.

## MEDALS.

During the last week, the King has devoted two half days to the presenting of medals. The more picturesque of these functions took place in the grounds of Marlborough House, where the victors of the Ashanti Campaign, including a number of black troops, and a goodly company of Army Nurses in their quaint blue cloaks and scarlet capes, received from His Majesty the outward reward of their services. The marching of the West African Regiment received very favourable criticism, even from such severe judges as the company of Guards drawn up as a guard of honour.

## THE KING'S TITLE.

Much interest has been expressed over the projected change in the King's style and title. The exact form is now practically decided, for of the three proposals, viz., "King of Great Britain, Ireland, and the Colonies," "King of Great Britain, Ireland, and the Colonies," and "King of Great Britain, Ireland, and the Colonies," the last has been chosen, and all British Dominions beyond the seas, "King of all the Britains," finds favour with many people in England; but seeing that the object of the change is to please the Colonies, it is but fitting their opinion should be accepted.

## THE FOREIGN OFFICE NOTE.

The vote for the Foreign Office, which has also been before Parliament this week, touched on subjects connected with every part of the globe, but was more especially concerned with China affairs. Sir Charles Dilke attacked the management of our diplomacy in a masterly speech, which indicated real knowledge of his subject. The gist of his condemnation lay in the assertion that we have acknowledged the preferential right of Germany in Shantung, and of Russia in Manchuria, but have abandoned our own sphere of influence on the Yangtze. To this Lord Cranborne, had no answer, though many words, and as speedily as he decently might, the Under-Secretary slipped away to the Foreign Office, where he contended the British diplomacy had been altogether masterly and convincing.

## THE ANGLO-GERMAN AGREEMENT.

Sir E. Grey, Mr. Bowles, and their agreed in adverse criticism upon the Anglo-German Agreement, but perhaps the most useful comment was that in which Sir E. Grey called attention to the fact that Government had indulged in much vague talk, but no concrete action on the point. To this assertion lies the key to the mystery of many British plans in the Far East



## Mails.

NIPPON YUSEN KAISHA.  
(THE JAPAN MAIL STEAMSHIP COMPANY).

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAGA MARU* J. W. Eckstrand	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 2nd Sept., at 4 P.M.
BINGO MARU F. Davies	MARSEILLES, LONDON & ANT- WERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 6th Sept., at Daylight
KAGOSHIMA MARU K. Kori	MOJI, KOBE and YOKOHAMA	TUESDAY, 10th Sept., at Noon
RIOJUN MARU* O. Ohno	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 16th Sept., at 4 P.M.
MIKE MARU M. Yagi	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 13th Sept., at Noon
AWA MARU N. Trent	KOBE and YOKOHAMA	FRIDAY, 13th Sept., at Daylight
TAMBA MARU J. W. Wade	MARSEILLES, LONDON & ANT- WERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 20th Sept., at Daylight
YAWATA MARU A. E. Moses	NAGASAKI, KOBE and YOKO- HAMA	FRIDAY, 20th Sept., at Noon
ROSETTA MARU N. Tate	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 27th Sept., at 4 P.M.
INABA MARU W. Bainbridge	KOBE and YOKOHAMA	FRIDAY, 27th September, at Daylight

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,  
Manager.

Hongkong, 30th August, 1901.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA  
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
AMERICA MARU (via  
Shanghai, Nagasaki,  
Kobe, Inland Sea,  
Yokohama & Hono-  
lulu) Tuesday, 17th Sept.,  
at Noon.

HONGKONG MARU (via  
Shanghai, Nagasaki,  
Kobe, Inland Sea,  
Yokohama & Hono-  
lulu) Saturday, 12th Oct.,  
at Noon.

NIPPON MARU (via  
Shanghai, Nagasaki,  
Kobe, Inland Sea,  
Yokohama & Hono-  
lulu) Tuesday, 5th Nov.,  
at Noon.

## THE Twin Screw Steamship

"AMERICAN MARU,"  
will be despatched for SAN FRANCISCO,  
via SHANGHAI, NAGASAKI, KOBE, IN-  
LAND SEA, YOKOHAMA and HONO-  
LULU, on TUESDAY, the 17th September, at  
Noon, taking Freight and Passengers for  
Japan, the United States, and Europe.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at HONO-  
LULU, and Passengers are allowed to break  
their journey at any point en route.

Through Passage Tickets granted to England,  
France, and Germany by all trans-Atlantic  
lines of steamers, and to the principal cities of  
the United States or Canada. Rates may be  
obtained on application.

Passengers holding through ORDERS TO  
EUROPE have the choice of Overland Rail  
routes from San Francisco including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and NORTHERN PACIFIC RAILWAYS; also the  
CANADIAN PACIFIC RAILWAY on payment of  
£4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND  
CITIES in the United States have between  
San Francisco and Chicago, the option of the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and other direct connecting Railways and from  
Chicago to destination the choice of direct  
lines.

Particulars of the various routes can be had  
on application.  
Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Services, to European  
officials in the service of China and Japan, and to  
Government officials and their families.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Inland Cities  
of the United States, via Overland Railway, to  
Havana, Trinidad, and Demerara, and to ports  
in Mexico, Central and South America, by the  
Company's and connecting Steamers.

Freight will be received on board until 4  
P.M. the day previous to sailing. Parcel  
Packages will be received at Office until 5 P.M.  
same day; all Parcel Packages should be  
marked to address in full; value of same is  
required.

Consular Invoices to accompany Cargo des-  
tined to points beyond San Francisco in the  
United States should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.

For further information as to Passage and  
Freight, apply to the Agency of the Company,  
Queen's Building.

GEORGE ECKLEY,  
Acting Agent.

Hongkong, 26th August, 1901.

TO IMPORTERS FROM THE UNITED  
STATES.

THE CHINA MUTUAL STEAM NAVI-  
GATION COMPANY, LIMITED,  
having Established a REGULAR SERVICE  
of STEAMERS from SEATTLE (Puget  
Sound) to JAPAN, CHINA and the  
PHILIPPINES, in conjunction  
with the

GREAT NORTHERN RAILWAY LINES  
of the UNITED STATES, are prepared to con-  
tract for the conveyance of Goods from the  
Pacific Coast and Interior  
Points of U.S.A. to the  
ORIENT.

For further Particulars, apply at  
THE CHINA MUTUAL STEAM NAVI-  
GATION CO.'S OFFICES, NEW YORK  
To the Agents of the Company at Japan, China,  
Hongkong, Philippines and Straits  
FRANK WATERHOUSE & CO., General  
Western Agents, SEATTLE, or to  
GEO. SUTHERLAND, General Agent for  
the East, SHANGHAI.

JARDINE, MATHEWSON & Co.,  
Agents.

Hongkong, 26th July, 1901.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND LONDON.  
(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL and  
AMERICAN PORTS).

## THE Steamship

"MASSILIA,"  
Captain G. M. Montford, R.N.R., carrying His  
Majesty's Mails, will be despatched from this for  
BOMBAY, TO-MORROW, the 31st instant,  
at Noon, taking Passengers and Cargo for the  
above Ports.  
Silk and Valuables, all Cargo for France,  
and Tea for London (under arrangement) will  
be transhipped at Colombo into a steamer  
proceeding direct to Marseilles and London;  
other Cargo for London, &c., will be conveyed  
via Bombay with Transhipment.

Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.  
Shippers are particularly requested to note  
the terms and conditions of the Company's  
Bills of Lading.

For further Particulars, apply to  
H. A. RITCHIE,  
Superintendent.

Hongkong, 29th August, 1901.

NORTHERN PACIFIC STEAMSHIP  
COMPANY.

## PROPOSED SAILINGS FROM HONGKONG.

VIA  
SHANGHAI, INLAND SEA OF JAPAN,  
KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA,  
IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
Braemar	3,601	W. Watt	Sept. 3
Duke of Fife	3,821	J. S. Cox	Sept. 10
Olympia	2,837	J. Truebridge	Oct. 1
Victoria	3,502	J. Pantou	Oct. 15

THE attention of Passengers is directed to  
the very cheap rates offered by this Line  
to the PACIFIC COAST, and to the INTERIOR  
and EASTERN CITIES of the UNITED STATES  
and to EUROPE.

## HONGKONG TO LONDON £52.

Excellent accommodation. First-class Table.  
DOCTOR and STEWARDNESS carried.  
Passengers to EUROPE may proceed by one  
of the first class ATLANTIC MAIL LINES.

## HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on  
the American Continent; two trans-continental  
trains daily from TACOMA. DINING CAR is  
attached to trans-continental trains day  
and night; TACOMA to NEW YORK in 4 days.  
Magnificent Scenery of the ROCKY and  
CASCADE MOUNTAINS. The YELLOWSTONE  
NATIONAL PARK route.

HONGKONG TO VICTORIA,  
TACOMA £35.

The best route to the KLONDYKE GOLD  
FIELDS. Frequent Sailings from VICTORIA,  
TACOMA to DYEA and ST. MICHAEL.  
Rates of Passage to other Points on applica-  
tion.

Special rates allowed to members of Govern-  
ment Services.  
For further Information as to Passage or  
Freight, apply to

DODWELL & Co., LIMITED,  
General Agents,  
Hongkong, 26th August, 1901.

REGULAR STEAMSHIP SERVICE  
TO NEW YORK.

## VIA PORTS AND SUEZ CANAL.

## PROPOSED SAILINGS FROM HONGKONG.

"JUPITER"	about 31st Aug.
"MOGUL"	21st Sept.
"KURDISTAN"	12th Oct.
"SATSUMA"	"
"LENNOX"	"

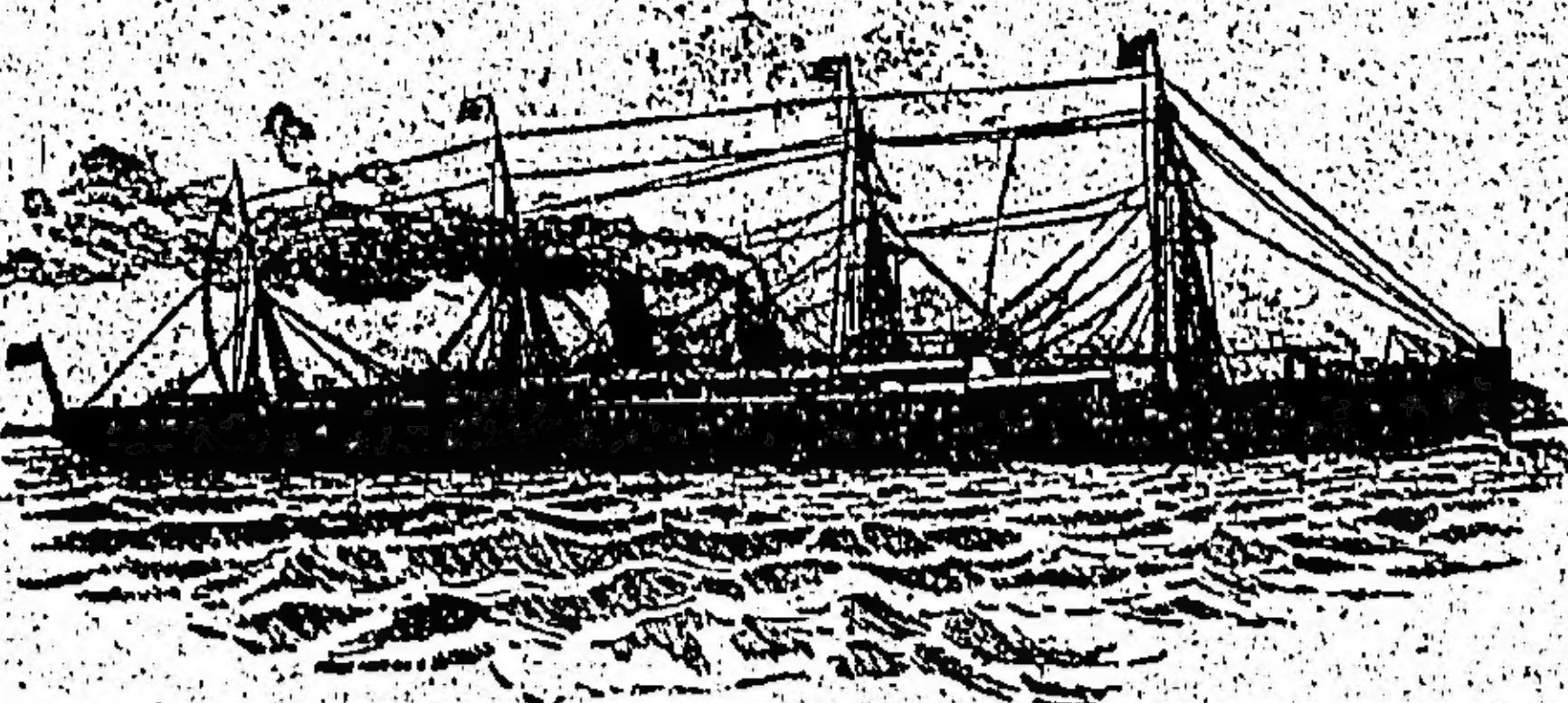
For Freight and further Information, apply  
to

DODWELL & Co., LIMITED,  
Agents.

Hongkong, 24th August, 1901.

## Mails.

## U.S. MAIL LINES.



## PACIFIC MAIL S.S. CO., OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

"PERU"	SATURDAY, 31st August, at Noon.
"COPIC"	TUESDAY, 10th September, at Noon.
"CITY OF PEKING"	TUESDAY, 24th September, at Noon.
"GAELIC"	WEDNESDAY, 2nd October, at Noon.
"CHINA"	SATURDAY, 19th October, at Noon.
"DOBIO"	TUESDAY, 29th October, at Noon.

THE P. M. Company's Steamship "PERU," will be despatched for SAN FRAN-  
CISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA  
and HONOLULU, on SATURDAY, the 31st instant, at Noon, taking Freight for Japan, the  
United States, and Europe. Passengers are allowed to break their journey at any point  
en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic  
lines of Steamers, and to the principal cities of the United States or Canada.  
Passengers holding through ORDERS TO EUROPE have the choice of the Overland  
Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAIL-  
WAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the  
regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between  
SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL  
PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting  
Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Points, are granted to Missionaries, Members  
of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials  
located in Asia, and to European Officials in the Service of the Governments of China and  
Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are  
conferred and will apply only to Missionaries, Members of the Naval and Military Services,  
and to Consular and Diplomatic Officials of the Governments of China and Japan.  
Return Passage.—Reduction will be made to passengers who do not hold return tickets,  
making the return journey between ports in the Orient and Honolulu or beyond, within twelve  
months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway,  
to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the  
Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages  
will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to  
address in full; value of same is required.

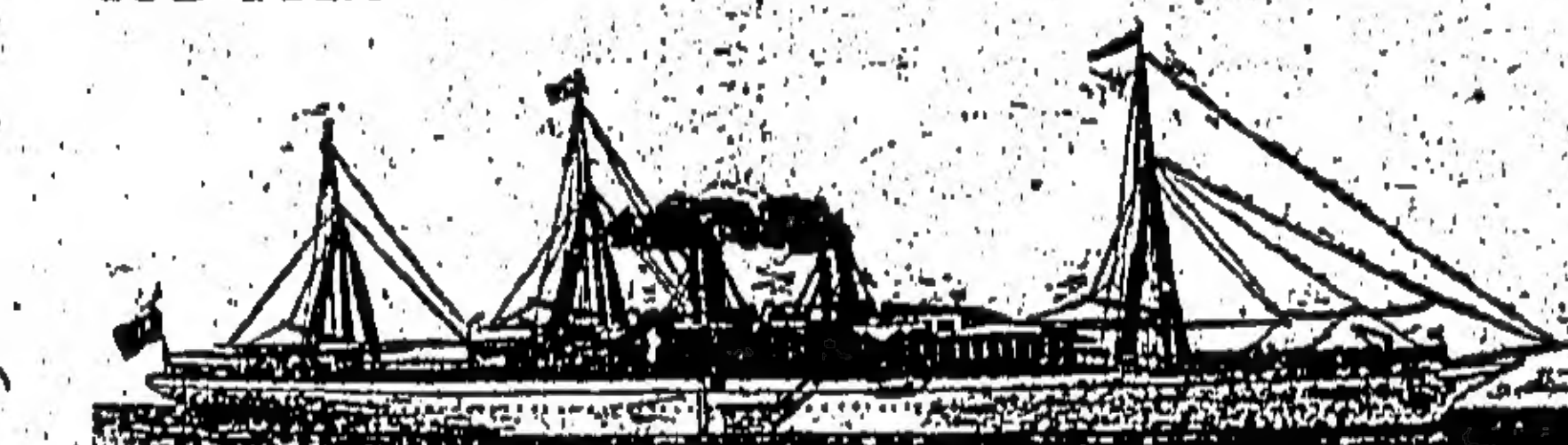
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold  
or over) destined to Points, beyond San Francisco, in the United States, should be sent to the  
Company's Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value  
is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Com-  
pany, Queen's Building.

GEORGE ECKLEY,  
Acting Agent.

Hongkong, 15th August, 1901.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.	WEDNESDAY, 25th September.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.	WEDNESDAY, 23rd October.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 20th November.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND  
SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER  
(B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and  
make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS  
of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM  
THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made  
at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which  
passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.  
Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,  
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and  
Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,  
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL  
TRAINS (the Company having received the highest award for same at recent Chicago World's  
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY  
through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated  
by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent.

Hongkong, 28th August, 1901.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,  
LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE  
LEVANT, BLACK SEA and BALTIC PORTS & NORTH and SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SIBIRIA	HAYRE and HAMBURG.	4th Sept.
Porzell	(Calling at SINGAPORE and COLOMBO).	
ARAGONIA	NEW YORK.	7th Sept.
Forst	VIA SUEZ CANAL.	
ANDALUSIA	HAYRE and HAMBURG.	21st Sept.
Elders	(Calling at SINGAPORE and PENANG).	
ARABIA	HAYRE and HAMBURG.	5th October.
Sachs	(Calling at SINGAPORE and COLOMBO).	
KOENIGSBERG	HAYRE and HAMBURG.	19th Oct.
Christiansch	(Calling at SINGAPORE and PENANG).	
BAMBERG	HAYRE and HAMBURG.	2nd Nov.
Jacobs	(Calling at SINGAPORE and COLOMBO).	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Building.

Hongkong, 30th August, 1901.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI	"CHANGSHA"	31st instant.
NAGASAKI and KOBE	"KANU"	31st instant.
CHINKIANG and SHANGHAI	"KIUKIANG"	31st instant.
TIENTSIN	"NANCHANG"	31st instant.
TIENTSIN	"FOOCHOW"	3rd September.
NAGASAKI, KOBE and MOJI	"TIENTSIN"	3rd September.

\* The Attention of Passengers is directed to the Superior Accommodation offered by  
these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is  
on board.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 29th August, 1901.

## OCEAN STEAMSHIP COMPANY.

## OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"PYRRHUS"	5th September.
"	"ULYSSES"	12th September.
"	"AGAMEMNON"	19th September.

## HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"STENTOR"	3rd September.
"	"DOMENEUS"	12th September.
"	"AJAX"	1st October.
LIVERPOOL (DIRECT)	"ORESTES"	about 15th September.

For Freight, apply to

BUTTERFIELD & SWIRE,  
Agents, O. S. S. Co.

Hongkong, 28th August, 1901.

THE OSAKA SHOSEN KAISHA,  
LIMITED.FOR TAMSUI VIA SWATOW & AMOY.  
THE Company's Steamship

"DAIJIN MARU,"  
Captain T. Ogata, will be despatched for the  
above Ports, on SUNDAY, the 1st September.  
For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,  
Agents.

Hongkong, 26th August, 1901.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND  
CALCUTTA.

THE Company's Steamship.

"SUISANG,"  
Captain Tadd, will be despatched as above  
on TUESDAY, the 3rd September, at Noon.  
For Freight or Passage, apply to

JARDINE, MATHEWSON & Co.,  
General Managers.

Hongkong, 28th August, 1901.

SHEWAN, TOMES & CO'S  
"NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ATAKA,"  
will be despatched for the  
above Port, on or about the 10th September.  
To be followed by the

S.S. "ANAPA,"  
about 15th October, 1901.

For Freight, apply to

SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 20th August, 1901.

THE OSAKA SHOSEN KAISHA,  
LIMITED.FOR FOCHOW VIA SWATOW AND  
AMOY.

THE Company's Steamship.

"ANPING MARU,"  
Captain S. Asumi, will be despatched for the  
above Port, on WEDNESDAY, the 11th Sept.,  
at Daylight.  
For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,  
Agents.

Hongkong, 28th August, 1901.

CALIFORNIA AND ORIENTAL  
STEAMSHIP COMPANY.IN CONNECTION WITH  
THE ATCHESON TOPEKA & SANTA  
FE RAILROAD CO.PROPOSED SAILINGS FROM  
HONGKONG TO SAN DIEGO AND  
SAN FRANCISCO.VIA SHANGHAI, INLAND SEA OF  
JAPAN AND HONOLULU.Taking Cargo and Passengers to JAPAN PORTS,  
and HONOLULU, THE UNITED STATES, &c.

Carlisle City, about Sept. 15  
Strathgyle, about Oct. 15

THE Steamship

"CARLISLE CITY,"  
will be despatched for SAN DIEGO and SAN  
FRANCISCO, via MOJI, KOBE, YOKO-  
HAMA and HONOLULU, on or about  
the 15th September.

Through Bills of Lading issued to any point  
in the United States.  
Cargo will be received on board until 5 P.M.  
the day previous to sailing. Parcel packages  
will be received at the OFFICE, until the same  
time. All parcels should be marked to address  
in full. Value of same is required.

Consular Invoices, to accompany cargo des-  
tined to Points beyond San Diego, should be  
sent to the Company's Office, addressed to the  
Collector of Customs, San Diego.

For further Information as to Freight or  
Passage, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, China and Japan.

Hongkong, 15th July, 1901.

AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.STEAM FOR  
SINGAPORE, PENANG, CALCUTTA,  
COLOMBO, ADEN, SUEZ, PORT SAID,  
TUNIS and TRIESTE.

(Taking Cargo at through Rates to the BRAZILS,  
SOUTH AFRICA, RED SEA, BLACK SEA,  
LEVANT, VENICE and ADRIATIC PORTS).







